

Message Text

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INFO OCT-01 EUR-12 EA-10 NEA-10 ISO-00 CAB-02 CIAE-00
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FM AMEMBASSY ROME
TO SECSTATE WASHDC PRIORITY 2276
INFO AMEMBASSY BONN
AMEMBASSY ATHENS
AMEMBASSY BRUSSELS
AMEMBASSY CAIRO PRIORITY
AMEMBASSY LONDON 1859
AMEMBASSY PARIS
AMEMBASSY MANILA
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FROM RCAA DWOR

DEPARTMENT PASS COMMERCE FOR BED/OED; EXIMBANK; FAA FOR CARY
AND CARMICHAEL; BRUSSELS FOR FAA; ATHENS FOR RTDO

E.O. 11652: N/A
TAGS: EAIR, BEXP, EG
SUBJ: EGYPTAIR FLEET PLANNING AND LINES OF DEVELOPMENT;
FORTHCOMING WIDEBODIED AIRCRAFT ACQUISITION DECISION

REF: (A) CAIRO 11243; (B) CAIRO 08694; (C) ROME 4363; (D)
CAIRO 3840

1. SUMMARY: RCAA AND EMBASSY ECONOMIC OFFICER CRAIG PAID SERIES OF
VISITS APRIL 11 THROUGH APRIL 13 WITH EGYPTAIR VICE CHAIRMAN FINANCE
EZZAT MEGAHEH, VICE PRESIDENT CORPORATE PLANNING AND CHAIRMAN OF
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WIDEBODIED AIRCRAFT SELECTION COMMITTEE MUHAMMAD ZIMAITY,
GENERAL MANAGER PLANNING M. BAZARAA, GENERAL MANAGER SALES
AZIZ EZZAT, AND TECHNICAL ADVISOR TO BOARD M. Y. FAHMY TO
ASCERTAIN PRESENT FINANCIAL AND TRAFFIC STATUS OF AIRLINE
AND STATE OF PLAY OF WIDEBODIED AIRCRAFT SELECTION PROCESS.
BACKGROUND CALLS ALSO PAID ON MINISTER OF TOURISM AND CIVIL
AVIATION MOHEB RAMZY STINO, CHAIRMAN CIVIL AVIATION AUTHORITY

E. Y. SHINNAWI, LOCKHEED AIRCRAFT MIDDLE EAST AND AFRICA REGIONAL DIRECTOR SULEIMEN NASSAR, AND DOUGLAS AIRCRAFT COMPANY MARKETING DIRECTOR AFRICA HELMUT LERIDER. FOLLOWING SALIENT POINTS EMERGED: (A) EGYPTAIR'S ACQUISITION DECISION COVERING THREE NEW WIDEBODIED AIRCRAFT VALUED AT \$105-180 MILLION PROGRAMMED FOR LATE SUMMER WITH SUPERIOR PAYLOAD/RANGE-VERSATILITY U.S. OFFERING HOLDING FAVORABLE OPPORTUNITIES TO DEFEAT AIRBUS AND FPRIE A-300 SUPER B4, PROVIDED OUR FINANCING TERMS AND CONDITIONS CAN MEET AND COUNTER THOSE CERTAIN TO BE OFFERED IN SUPPORT OF AIRBUS BY WEST EUROPEAN GOVERNMENTAL FINANCING ENTITIES; (B) AIRLINE PROFITABILITY PICTURE FAVORABLE WITH REGISTERED NET PROFITS (BEFORE PAYROLL TAXES) OF 17.81 EGYPTIAN POUNDS FOR CALENDAR YEAR 1977 AND 10.26 MILLION EGYPTIAN POUNDS FOR CALENDAR YEAR 1976; (C) AIRLINE TRAFFIC (REVENUE TON KILOMETERS) UP 17.1 PERCENT, CAPACITY (AVAILABLE TON KILOMETERS) UP 23.0 PERCENT AND OVERALL WEIGHT LOAD FACTOR DOWN 2.3 POINTS TO 49.8 PERCENT 1977 OVER 1976; (D) CONSTRAINTS ON TRAFFIC GROWTH OF AIRLINE BY INFRASTRUCTURE DEFICIENCIES DIMINISHING WITH EXPANDED AND IMPROVED PASSENGER TERMINAL FACILITIES AT CAIRO INTERNATIONAL AIRPORT; A PROJECTED, NEW PASSENGER TERMINAL UNDER CONTRACT TO HANDLE TEN MILLION PASSENGERS ANNUALLY FOR COMPLETION BY 1983; A PROJECTED NEW CAIRO AIR CARGO COMPLEX; AND URGENTLY REQUIRED NEW FIVE-STAR HOTEL PROJECTS CAIRO AIRPORT SHERATON, MARRIOTT OMAR KHAYAM, RAMASES HILTON, NILE HILTON ANNEX, AND SEMARIMIS INTERCONTINENTAL UNDER CONSTRUCTION. END SUMMARY.

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2. STATUS EGYPTAIN WIDEBODIED SELECTION PROCESS: AIRLINE'S DOCUMENT "GROUND RULES FOR THE SELECTION OF WIDEBODY AIRCRAFT" DATED APRIL 2, 1978 AND ACCOMPANYING DOCUMENT "ENCLOSED TRAFFIC FORECAST FOR PASSENGERS AND CARGO" HAVE BEEN TRANSMITTED TO AIRCRAFT MANUFACTURERS AIRBUS INDUSTRIE, BOEING COMMERCIAL AIRPLANE COMPANY, DOUGLAS AIRCRAFT COMPANY, LOCKHEED-CALIFORNIA COMPANY AND, FOR INFORMATION, TO ENGINE MANUFACTURERS GENERAL ELECTRIC, PRATT AND WHITNEY, AND ROLLS-ROYCE. ACCORDING TO DOCUMENTS, FINAL PROPOSALS FROM MANUFACTURERS ARE DUE JUNE 1, 1978 TO PERMIT EGYPTAIR DECISION EARLY ENOUGH TO INTRODUCE WIDEBODIED AIRCRAFT INTO SCHEDULED SERVICE NOVEMBER 1979 TO REPLACE TWO LEASED A-300B4'S. PURPOSE OF GROUND RULES, ACCORDING TO MOHAMMED ZIMAITY, IS TO DETERMINE OPTIMUM EGYPTAIR FLEET PLAN FOR ROUTE NETWORK AND TO ESTABLISH SET OF INSTRUCTIONS FROM WHICH VARYING WIDEBODIED AIRCRAFT CAN BE EVALUATED ON IDENTICAL PARAMETERS. MANUFACTURERS' FLEET PLAN OFFERING ARE TO COVER PERIOD 1980 THROUGH 1985, YEAR-BY-YEAR, WITH NEVER-EXCEED LOAD FACTORS OF 65 PERCENT INTERNATIONAL AND 75 PERCENT DOMESTIC. PROPOSED AIRCRAFT SHOULD BE CONFIGURED AT MEX OF 10 PERCENT FIRST CLASS SEATS, 90 PERCENT ECONOMY SEATS, SIX ABREAST SEATING 40"-42" PITCH FIRST CLASS; EIGHT ABREAST SEATING ECONOMY CLASS A-300B,

NINE ABREAST SEATING ECONOMY CLASS DC-10/L-1011, TEN ABREAST SEATING ECONOMY CLASS 747/747SP, ALL AT 34" PITCH ECONOMY CLASS. CASH FLOW AND FINANCIAL FORECASTS ARE TO BE BASED ON DEPRECIATION POLICY WIDE-BODIED AIRCRAFT OF 14 YEAR WRITEOFF TO ZERO RESIDUAL VALUE.

ROUTES FOR INITIAL DEPLOYMENT WIDEBODIED AIRCRAFT INCLUDE CAIRO-JIDDA (713 NAUTICAL MILES), CAIRO-KUWAIT (1119 NAUTICAL MILES), CAIRO-ABU DHABI-DUBAI (1489 NAUTICAL MILES), CAIRO-FRANKFURT (1779 NAUTICAL MILES), CAIRO-PARIS (1847 NAUTICAL MILES), CAIRO-LONDON (2036 NAUTICAL MILES). LATER WIDEBODIED DEPLOYMENT WOULD PROBABLY ENCOMPASS CAIRO-KANO (2000 NAUTICAL MILES), CAIRO-LAGOS (2393 NAUTICAL MILES), CAIRO-NAIROBI (1973 NAUTICAL MILES), BOMBAY-CAIRO (2563 NAUTICAL MILES), BANGKOK-BAHRAIN (3011 NAUTICAL MILES).
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INFO OCT-01 EUR-12 EA-10 NEA-10 ISO-00 CAB-02 CIAE-00
DODE-00 DOTE-00 EB-08 INR-10 NSAE-00 FAA-00 L-03
XMB-02 TRSE-00 /058 W
-----128776 212201Z /66

P R 211221Z APR 78
FM AMEMBASSY ROME
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INFO AMEMBASSY BONN
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(RCAA MOTES A-300 SUPER B4 WOULD NOT BE ABLE TO MEET BANGKOK-
BAHRAIN AND BOMBAY-CAIRO REQUIREMENTS WITHOUT HEAVY PAYLOAD
PENALTIES). SIGNIFICANTLY GROUND RULES DOCUMENT REQUESTS THAT
FOLLOWING POINTS NOT BE INCLUDED IN MANUFACTURERS' FLEET PLANS
(SO AS NOT TO AUTOMATICALLY EXCLUDE A-300 SUPER B4) BUT THAT,
NEVERTHELESS, AIRCRAFT PERFORMANCE AND ECONOMICS DATA TO THESE
POINTS BE FOOTNOTED TO DEMONSTRATE LONG-RANGE CAPABILITY AND
ROUTE VERSATILITY: RIO DE JANEIRO (VIA ABIDJAN PROBABLY),
NEW YORK (VIA WEST EUROPEAN GATEWAY PROBABLY), MONTREAL (VIA
WEST EUROPEAN GATEWAY PROBABLY), SYDNEY (VIA BOMBAY, KUALA
LUMPUR OR JAKARTA PROBABLY), SPECIAL CONTRACT HADI OPERATIONS
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JIDDA-OUTLYING CAPITALS.

3. EGYPTAIR FINANCING REQUIREMENTS FOR WIDEBODIED AIRCRAFT:
GROUND RULES DOCUMENT REQUESTS FINANCIAL PACKAGES SHOULD BE INCLUDED
IN PROPOSALS OF MANUFACTURERS "OFFERING EASY AND ACCEPTABLE TERMS
OF PAYMENT AT REASONABLE AND MINIMAL INTEREST RATES FOR DURATION
OF SEVEN YEARS AND PREFERABLY TEN YEARS WITH SUITABLE GRACE PERIOD.
REASONABLE DOWNPAYMENT IS CONSIDERED. EGYPTAIR IS RESPONSIBLE TO
UNDERTAKE OBLIGATION OF SECURING GUARANTEE FOR LOAN AT BEST
POSSIBLE CONDITIONS. PROCEEDINGS (FINANCING SCENARIOS) HAVE TO BE
APPROVED AND RATIFIED BY COMPETENT GOVERNMENTAL AUTHORITIES
BEFORE COMING INTO EFFECT. FINANCIAL STATEMENT OF EGYPTAIR'S
BALANCE SHEETS FOR 1975-1977 WILL BE PROVIDED AT AN EARLY DATE."
RCAA COMMENT: IN VIEW OF ABOVE, RCAA EXPRESSES HOPE EXIMBANK WILL
FAVORABLY CONSIDER FINANCING SUPPORT TO ENABLE U.S. COMMERCIAL
AIRCRAFT MANUFACTURERS, IN A HIGHLY PIVOTAL SALES CONFRONTATION,
TO MEET, ON AN EQUAL BASIS, FINANCING TERMS OFFERED BY WEST
EUROPEAN BANKING ENTITIES IN SUPPORT OF AIRBUS INDUSTRIE. THIS
EXPRESSION OF HOPE IS BASED ON U.S. BALANCE-OF-PAYMENT AND
AEROSPACE VIABILITY/EMPLOYMENT CONSIDERATIONS, AND ALSO ON
EGYPTAIR'S POSITION (IN FACILITATING TOURISM INFLOW PARTICULARLY)
AS A MAJOR FOREIGN EXCHANGE EARNER FOR THE EGYPTIAN ECONOMY,
THE AIRLINE'S IMPORTANT ROLE IN THE ECONOMIC DEVELOPMENT OF
EGYPT AND AS AN EMPLOYER OF SKILLED EGYPTIAN MANPOWER, EGYPTAIR'S
RECENT IMPRESSIVE PROFITABILITY RECORD, AND IN THE CONSISTENTLY
LONG-TERM PRO-AMERICAN ORIENTATION OF THE AIRLINE AND ITS STAFF
WHICH HAS YIELDED PURCHASES OF EIGHTEEN U.S. JET TRANSPORTS
VALUED AT \$189 MILLION SINCE 1968.

4. PRESENT EGYPTAIR FLEET PLANNING CONCEPTS:

NO. IN SCHEDULED SERVICE YEAR-END

1978 1979 1980 1981 1982 1983 1984 1985

BOEING 707-366C 7 7 7 7 7 7 7 7

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BOEING ADVANCED

737-266 5 5 5 5 5 5 5
WIDEBODY 2X 2XX 3XXX 3 4 4 5 5
FOKKER-VFW F-27/ 4 4 4 4 4 4 4 4
HS-748XXXX

X LEASED

XX TWO PURCHASED AIRCRAFT TO BE DELIVERED NOVEMBER 1979
XXX ONE PURCHASED AIRCRAFT TO BE DELIVERED MARCH 1980
XXXX REQUIRED FOR SCHEDULED LOW-DENSITY AND CAIRO-ALEXANDRIA
TURN AROUND DOMESTIC SERVICES.

FROM 1986 ONWARD, BOEING 707-366C FLEET WILL BE GRADUALLY
PHASED OUT OF SCHEDULED SERVICE (DUE MORE STRINGENT NOISE/
EMISSION REQUIREMENTS OF HOST GOVERNMENTS TO BE REPLACED BY
NEW STATE-OF-THE-ART AIRCRAFT. THE FIVE ADVANCED 737-266'S
WILL BE RETAINED IN THE FLEET WITH SOME SLIGHT NACELLE MODIFI-
CATIONS TO MEET NEW NOISE/EMISSION STANDARDS, BUT THE TWO
LEASED-OUT ADVANCED 737-266'S WILL BE SOLD.

4. WIDEBODIED SELECTION COMMITTEE CHAIRMAN'S VIEWS:
MOHAMMAD ZIMAITY (WITH EGYPTAIR SINCE 1961 EXCEPT FOR FOUR-
YEAR BREAK) WAS PRIME PROPONENT OF PRESENT AIRBUS INDUSTRIE
A-300B4 TWO-AIRCRAFT LEASE FROM GERMANAIR AND TEA AND LEASING-
OUT OF TWO ADVANCED 737-266'S TO TRANSVIA HOLLAND. HE IS PROUD OF
FACT THAT AIRLINE HAS EARNED CASH OPERATING PROFIT (EXCLUDING
OVERHEAD EXPENSES) OF 6.5 MILLION EGYPTIAN POUNDS ON A-300B4
LEASE APRIL 1, 1977 - DECEMBER 31, 1977 AND ALSO CONSIDERABLE CASH
OPERATION PROFIT ON ADVANCED 737-266 LEASEOUT. NEVERTHELESS,
WHEN QUERIED, HE STATES CLEAR PREFERENCE FOR RANGE-VERSATILE
WIDEBODIED AIRCRAFT (I.E. BANGKOK-BAHRAIN) RATHER THAN MERE
SUITABILITY FOR PRESENT REGIONAL WIDEBODIED ROUTE STRUCTURE OF
AIRLINE (I.E. CAIRO-PARIS, CAIRO-GULF, CAIRO-LUXOR-ASWAN, CAIRO-
PARIS, CAIRO-FRANKFURT). ALSO, UNLIKE GENERAL MANAGER SALES
EZZAT WHO FAVORS MIXED FLEET OF A-300 SUPER B4'S AND 747-266SL'S
(COMBIS), ZIMAITY FAVORS STANDARDIZED SINGLE-TYPE WIDEBODIED
FLEET TO AVOID MAINTENANCE, TRAINING, AND SPARES SUPPORT

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COMPLEXITIES. ZIMAITY IS VETERAN OF 1971 TYPE-SELECTION
EVALUATION WHICH JUSTIFIABLY RECOMMENDED EGYPTAIR ACQUISITION
BOEING ADVANCED 727-266 TRIJETS (NEVER IMPL

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P R 211221Z APR 78
FM AMEMBASSY ROME
TO SECSTATE WASHDC 2278
INFO AMEMBASSY BBIN
AMEMBASSY ATHENS
AMEMBASSY BRUSSELS
AMEMBASSY CAIRO PRIORITY
AMEMBASSY LONDON
AMEMBASSY PARIS
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CARMICHAEL; BRUSSELS FOR FAA; ATHENS FOR RTDO

MENTED DUE LACK FINANCING) OVER HAWKER SIDDELEY TRIDENT 3B, FOR
WHICH HE WAS TARGET OF UNPLEASANT AND UNFOUNDED ACCUSATIONS BY
HAWKER SIDDELEY'S CAIRO CONSULTANT. AS A RESULT, ZIMAITY WILL
DOCUMENT PRESENT WIDEBODIED SELECTION PROCESS IN MINUTE DETAIL TO
AVOID A REPETITION OF 727/TRIDENT SCENARIO. SELECTION COMMITTEE
WILL ALSO CONSIST OF REPRESENTATIVES OF FINANCE, MARKETING,
ENGINEERING, AND OPERATIONS DEHARTMENTS OF AIRLINE. M.
BAZARAA, WHO APPEARS TO ALSO PLAY IMPORTANT ROLE IN SELECTION
PROCESS, HAS EXPRESSED HIS APPARENTLY SINCERE HOPES THAT THE
EVALUATION WILL PROVE THE ECONOMIC, OPERATIONAL, AND RANGE-
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VERSATILE SUPERIORITY OF U.S. WIDEBODIED AIRCRAFT TYPES OVER
A-300 SUPER B4 ON EGYPTAIR'S TOTAL ROUTE NETWORK.

5. PRESENT FLEET AND DEPLOYMENT:

A. TWO AIRBUS INDUSTRIE A-300B4'S LEASED APRIL 1, 1977 - NOVEMBER 30, 1978 FROM GERMANAIR AND TRANS EUROPEAN AIRWAYS, CONFIGURED AT 278 SEATS (20 FIRST CLASS AND 258 ECONOMY) AND DEPLOYED ON TWENTY TWO SCHEDULED ROUNDTRIP FREQUENCIES WEEKLY (SEVEN DOMESTIC TRUNKLINE: CAIRO-LUXOR-ASWAN; FOUR WESTERN EUROPE: FRANKFURT, PARIS; ELEVEN MIDDLE EAST/GULF: AMMAN, KUWAIT, DOHA, ABU DHABI, DUBAI). AVERAGE DAILY UTILIZATION 9:00 HOURS BLOCK-TO-BLOCK. GERMANAIR A-300B4 INITIALLY OPERATED WITH GERMAN-AIR FLIGHT CREWS BUT PRESENTLY FLOWN BY ROSTER OF FIVE THREE-MAN EGYPTAIR FLIGHT CREWS TRIANED AT AIRBUS INDUSTRIE-TOULOUSE. TRANS EUROPEAN AIRWAYS (TEA) A-300B4 PRESENTLY OPERATED WITH TEA FLIGHT CREWS BUT, AS OF JUNE 1, 1978, WILL BE FLOWN BY ROSTER OF FOUR THREE-MAN EGYPTAIR FLIGHT CREWS ALSO TRAINED AT TOULOUSE.

B. SEVEN BOEING 707-366C'S CONFIGURED AT 154 SEATS (12 FIRST CLASS PLUS 142 ECONOMY) AND DEPLOYED ON FIFTY FOUR SCHEDULED ROUNDTRIP FREQUENCeis WEEKLY (TWO FAR EAST: BANGKOK, MANILA, TOKYO; EIGHTEEN WESTERN EUROPE; TWO WEST AFRICA: KANO, LAGOS, ACCRA, ABIDJAN; THREE EAST AFRICA: ENTEBBE, NAIROBI, DAR ES SALAAM; TWENTY SIX GULF/MIDDLE EAST; FOUR INDIA/PAKISTAN). AVERAGE DAILY UTILIZATION 9:08 HOURS BLOCK-TO-BLOCK. AN EIGHTH BOEING 707-366C IS PERMANENTLY ASSIGNED AS THE PRESIDENTIAL FLIGHT LONG-RANGE AIRCRAFT.

C. FIVE BOEING ADVANCED 737-266'S, CONFIGURED AT 121 ALL-ECONOMY SEATS AND DEPLOYED ON SIXTH-FIVE SCHEDULED ROUNDTRIP FREQUENCIES WEEKLY (THRITY-NINE DOMESTIC: LUXOR, ASWAN, ABU SIMBEL, HURGHADA, NEW VALLEY; NINE WESTERN EUROPE: ATHENS, ROME, VIENNA, MILAN, MUNICH; FIFTEEN GULF/MIDDLE EAST; TWO NORTH AFRICAN: TUNISV, ALGIERS). AVERAGE DAILY UTILIZATION 7:34 HOURS BLOCK-TO-BLOCK. TWO ADDITIONAL ADADVANCED 737-266C'S LEASED TO TRANSVIA HOLLAND LIMITED OFFICIAL USE

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FROM APRIL 1, 1977 THROUGH MARCH 31, 1979. AN EIGHT ADVANCED 737-266 IS PERMANENTLY ASSIGNED AS THE PRESIDENTIAL FLIGHT MIDIU-M-RANGE AIRCRAFT.

7. PLANNED ROUTE EXPANSION: EFFECTIVE JUNE 1, 1978, AIRLINE INCREASING FAR EAST ROUNDTRIP SCHEDULED SERVICES TO THREE WEEKLY WITH A NEW CAIRO-BAHRAIN BANGKOK-MANILA-TOKYO FREQUENCY ADDED TO TWO PRESENT CAIRO-BAHRAIN-BOMBAY-MANILA-TOKYO FREQUENCIES (BOOST IN SERVICE TRIGGERED BY HIGH PASSENGER LOADS, PARTICULARLY FILIPINO AND KOREAN WORKERS MOVING TO AND FROM GULF/MIDDLE EAST). IN 1979 OR 1980, AIRLINE INAUGURATING TWICE-WEEKLY ROUNDTRIP SCHEDULED SERVICES CAIRO-DUBAI-KARACHI-KUALA LUMPUR-JAKARTA AND ADDING AMSTERDAM AND CASABLANCA TO ROUTE NETWORK.

NOTE BY OC/T: TELEGRAM DELAYED IN TRANSMISSION.

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FM AMEMBASSY ROME

TO SECSTATE WASHDC PRIORITY 2279

INFO AMEMBASSY BONN

AMEMBASSY ATHENS

AMEMBASSY BRUSSELS

AMEMBASSY CAIRO PRIORITY

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8. FINANCIAL RESULTS 1977 AND 1976: (REPEATED FROM REFTEL A)

OPERATING REVENUES	1977	1976	PERCENT
			INCREASE
INTERNATIONAL SCHEDULED	60,000,000E.P.	46,100,000E.P.	30.2
			PERCENT
DOMESTIC SCHEDULED	4,800,000	4,300,000	11.6
SPECIAL FLIGHTS & CHARTERS	3,000,000	4,400,000	-31.8
TOTAL	67,800,000E.P.	54,800,000E.P.	23.7
OTHER SERVICES (DUTY	18,5015000	14,400,000	28.5
FREE SHOP/CATERING)			
	86,300,000E.P.	69,200,000E.P.	24.7

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OPERATING EXPENSES	68,490,000	58,940,000	16.2
NET INCOME	17,810,000E.P.	10,260,000E.P.	73.6
BY CATEGORY:			
NET INCOME FLIGHT OPERATIONS	10,230,000E.P.	4,880,000E.P.	109.6
NET INCOME OTHER SERVICES	7,640,000	5,440,000	40.4
LESS: FLYING INSTITUTE	- 60,000	-60,000	----
NET INCOME	17,810,000E.P.	10,260,000E.P.	73.6

9. TRAFFIC RESULTS 1977 AND 1976: SYSTEM (INTERNATIONAL PLUS DOMESTIC)

	1977	1978	INCREASE	
REVENUE PASSENGER	2,036,791	1,738,902	17.1 PER	
KILOMETERS FLOWN (000)			CENT	
AVAILABLE SEAT KILO-METERS (000)	3,678,7UU	3,002,449	22.5	
PASSENGER LOAD FACTOR	55.4PERCNET	57.9PERCENT	-2.5	
		POINTS		

	1977	1976	INCREASE	
REVENUE TON KILO-METERS FLOWN				
PASSENGER (000)	191,811	162,644	17.9 PERCENT	
FREIGHT	23,721	20,739	14.4	
MAIL	1,340	1,216	10.2	
TOTAL	216,872	184,599	17.5 PERCENT	
AVAILABLE TON KILO-METERS	435,618	354,095	23.0 PERCENT	
WEIGHT LOAD FACTOR	49.8 PERCENT	52.1 PERCENT	-2.5 POINTS	

10. EMPLOYEE ROSTER AS OF DECEMBER 31, 1977:
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CAPTAINS AND FIRST OFFICERS	231
FLIGHT ENGINEERS	64
CABIN ATTENDANTS	301
MAINTENANCE AND ENGINEERING	1826
TRAFFIC AND SALES	1224
ALL OTHER	5964
TOTAL	9610

11. RCAA COMMENT ON EGYPTAIR VIABILITY: RCAA AGREES WITH EMBASSY CAIRO ASSESSMENT REFTEL A THAT A-300B4 LEASE IMPORTANT FACTOR IN PROFITABILITY OF AIRLINE DURING 1977. HOWEVER, PHASEOUT IN RECENT YEARS OF OBSOLESCE HAWKER SIDDELEY COMET 4C'S. ANTONOV AN-24'S AND TUPOLEV TU-154'S HAS ALSO PLAYED VITAL ROLE. AIRLINE'S PRESENT STANDARDIZED FLEET OF BOEING 707-366C'S AND ADVANCED 737-266'S, EFFECTIVELY DEPLOYED AT HIGH UTILIZATION RATES,

IS ANOTHER MAJOR FACTOR FOR RECENT FINANCIAL SUCCESSES OF THE AIRLINE. THE ADDITION OF NEW WIDEBODIED AIRCRAFT, AS PROVEN BY THE A-300B4 LEASE, WILL BE A FURTHER SUBSTANTIAL LEVERAGE TO A FAVORABLE EGYPTAIR FINANCIAL FUTURE. COUPLING THESE FACTORS WITH FORTHCOMING LEGISLATION (CITED REFTEL A), WHICH WILL ENABLE EGYPTAIR TO RATIONALIZE AND STRENGTHEN ITS ORGANIZATIONAL STRUCTURE, CONVEYS STRONG IMPRESSION TO RCAA THAT AIRLINE'S FUTURE IS BRIGHT INDEED. GARDNER

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Message Attributes

Automatic Decaptioning: X
Capture Date: 01 jan 1994
Channel Indicators: n/a
Current Classification: UNCLASSIFIED
Concepts: AIRCRAFT, ACQUISITION, SALES, NEGOTIATIONS
Control Number: n/a
Copy: SINGLE
Draft Date: 21 apr 1978
Decaption Date: 01 jan 1960
Decaption Note:
Disposition Action: RELEASED
Disposition Approved on Date:
Disposition Case Number: n/a
Disposition Comment: 25 YEAR REVIEW
Disposition Date: 20 Mar 2014
Disposition Event:
Disposition History: n/a
Disposition Reason:
Disposition Remarks:
Document Number: 1978ROME07410
Document Source: CORE
Document Unique ID: 00
Drafter: n/a
Enclosure: n/a
Executive Order: N/A
Errors: N/A
Expiration:
Film Number: D780171-0834
Format: TEL
From: ROME
Handling Restrictions: n/a
Image Path:
ISecure: 1
Legacy Key: link1978/newtext/t19780430/aaaaazjk.tel
Line Count: 502
Litigation Code IDs:
Litigation Codes:
Litigation History:
Locator: TEXT ON-LINE, ON MICROFILM
Message ID: dc0fefa9-c288-dd11-92da-001cc4696bcc
Office: ACTION COME
Original Classification: LIMITED OFFICIAL USE
Original Handling Restrictions: n/a
Original Previous Classification: n/a
Original Previous Handling Restrictions: n/a
Page Count: 10
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Previous Classification: LIMITED OFFICIAL USE
Previous Handling Restrictions: n/a
Reference: 78 CAIRO 11243, 78 CAIRO 8694, 78 ROME 4363
Retention: 0
Review Action: RELEASED, APPROVED
Review Content Flags:
Review Date: 01 may 2005
Review Event:
Review Exemptions: n/a
Review Media Identifier:
Review Release Date: n/a
Review Release Event: n/a
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